

CAPTAIN LORD IS RESPONSIBLE, TOO

Senate Committee Finds Commander of Californian Disregards Titanic's Signals.

Washington, May 28.—Blame for the Titanic disaster is chargeable directly to the failure of the captain of the Californian to heed repeated warnings of icebergs ahead, but responsibility for unnecessary loss of life must be shared by Captain Lord of the steamship Californian through his disregard of distress signals. This is the finding of the Senate committee which has investigated the sinking of the Titanic, as prepared in a comprehensive speech delivered by William Alden Smith of Michigan, chairman of the committee.

Senator Smith declared that responsibility also rests upon the British Board of Trade, "to whose laxity of regulation and hasty inspection the world is largely indebted for the awful fatality." In denouncing Captain Lord of the Californian, the senator said the Titanic's distress signals were plainly seen from the deck of his vessel a short distance away.

America will leave to England the chastisement of those guilty, asserted the senator, and he quoted British law to show that Captain Lord might be prosecuted for a misdemeanor. Other conclusions presented in brief, were as follows:

Before the Titanic departed on her maiden voyage, there were no sufficient tests of boilers, bulkheads, equipment or signal devices.

CREW WAS NOT DRILLED. Officers and crew were strangers to each other and not familiar with the ship's implements or tools, and no drill or station practice took place and no helpful discipline prevailed.

The speed of the Titanic was 24.2 miles an hour at the time of the accident, although officers of the Titanic had been advised of the presence of icebergs by the steamships Baltic, America and Californian.

Passengers were not advised of danger, although President Ismay of the White Star line, who was taking the vessel's maiden voyage, was informed. No general alarm was given for any organized system of safety undertaken.

Of the 1,324 passengers and 899 members of crew on board, there was room in lifeboats for only 1,176 persons and because of lack of orderly discipline the boats took off only 704 persons, 12 being rescued from the water.

Officers of the White Star line "battled with the truth" after receiving information from their Montreal office Monday morning following the accident.

Senator Smith condemned "antiquated shipping laws and obsolete administrative boards" and asked that all nations act together in shipping reforms. "New laws," he said, "will best testify our affection for the dead."

PRaise FOR CAPTAIN ROSTRON. Captain Rostron of the rescue ship Carpathia was praised by Senator Smith and he urged that Congress recognize his valor.

Senator Smith commented caustically upon the failure of the ships' officers immediately to give general alarm or to establish some orderly routine.

Just before delivering his speech, Senator Smith, chairman of the subcommittee which investigated the wreck, submitted the committee's report and its conclusions. The report is largely a review of the evidence and contains recommendations for legislation. No particular person is named as being responsible, though attention is called to the fact that on the day of the disaster three distinct warnings of ice were sent to Captain Smith.

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were in the vicinity of the Titanic, the Olympic farthest away—512 miles.

The mysterious lights on an unknown ship, seen by the passengers on the Titanic, undoubtedly were on the Californian less than 10 miles away.

The full capacity of the Titanic's lifeboats was not utilized, because while only 506 persons were saved, the ship's boats could have carried 1,178.

No general alarm was sounded, no whistle blown and no systematic warning was given to the endangered passengers, and it was fifteen or twenty minutes after the collision before Captain Smith ordered the Titanic's wireless operator to send out a distress message.

The Titanic's crew was only meagrely acquainted with its positions and duties in an accident and only one drill was held before the maiden trip. Many of the crew joined the ship only a few hours before she sailed and were in ignorance of their positions until the following Friday.

NO SLACKENING OF SPEED. "Ice positions so definitely reported to the Titanic," says the report, "just preceding the accident, lowered ice on both sides of the lane in which she was traveling. No decision took place among the officers, no conference was called to consider these warnings, no heed was given to them. The speed was not relaxed, the lookout was not increased."

The committee comes to the conclusion that the Titanic's lights were visible to the Californian before she struck the iceberg and that the Californian must have seen the distress rockets fired from the bridge of the Titanic.

The committee does not believe that the wireless operator on the Carpathia was duly vigilant in handling his messages after the accident and declared the practice of allowing wireless operators to sell their stories should be stopped.

It is recommended that all ships carrying more than 100 passengers have two searchlights; that a revision be made of steamship inspection laws of foreign countries to the standard proposed in the United States; that every ship be required to carry sufficient lifeboats for all passengers and crew; that the use of wireless be regulated to prevent interference by amateurs, and that all ships have a wireless operator on constant duty.

WATER-TIGHT DECKS NEEDED. Detailed recommendations are made as to water-tight bulkhead construction on ocean-going ships. Bulkheads should be spaced so that any two adjacent compartments of a ship might be flooded without sinking. Transverse bulkheads forward and abaft the machinery should be continuous water-tight to the uppermost structural deck, and this deck should be fitted water-tight, the report said.

The committee deems the course followed by Captain Rostron of the Carpathia as deserving of the highest praise and worthy of especial recognition.

CONGRESS TO THANK SAILORS. Officers and crew of Carpathia Honored by Senate—Legislation to Avert Disasters Introduced.

Washington, May 28.—The formal thanks of Congress to the steamer Carpathia's officers and crew for the rescue of the Titanic survivors were expressed in a joint resolution which was passed today by the Senate. The House will take prompt action.

The resolution is the first of three measures introduced by Senator Smith of Michigan, following his speech in the Senate today and the presentation of his report for the commerce committee on the investigation of the Titanic disaster.

Two other measures were introduced and referred to the commerce committee. One was a bill requiring that every steel, ocean or coastwise sea-going steam vessel and every steel vessel navigating the great northern and northwestern lakes, carrying 50 or more passengers, must have a water-tight skin inboard from the forward collision bulkhead over not less than two-thirds of the length of the vessel, and the bulkheads so spaced that any two adjacent compartments may be flooded without destroying the floatability or stability of the vessel.

Every ocean or coastwise sea-going steam vessel navigating between different lake ports allowed to carry more than 50 passengers must have on board lifeboats of an aggregate carrying capacity computed in cubic feet equal to 10 times the total number of her crew, plus the total number of her passengers.

A resolution introduced would provide for creation of a commission under a \$100,000 appropriation for expenses to investigate the laws and regulations relating to construction, equipment and navigation of vessels and to report to Congress through the committee on commerce.

President's findings and recommendations together with a draft of legislation and regulation it shall propose by January 1, 1913.

DENIES COFFEE INJUNCTION. New York, May 28.—Judge Lacombe this morning filed the decision of the federal circuit court judges on the motion for an injunction to restrain the alleged Brazilian coffee valorization combine from parting with \$50,000 bags of coffee in the warehouses of the New York Dock company in Brooklyn. The decision denies the injunction asked for.

A SOBERING CONTRAST. (From the New York Sun.) In a letter to General Edward S. Bragg in the spring of 1892 the late Grover Cleveland wrote:

"My experience in the great office of president of the United States has so impressed me with the solemnity of the trust and its awful responsibilities that I cannot bring myself to regard a candidacy